

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 17.

CLEVELAND, O., APRIL 23, 1885.

\$2.00 PER ANNUM
SINGLE COPIES 5 CENTS

LAUNCH OF THE STEAMSHIP J. H. DEVEREUX.

The iron steamship, J. H. Devereux, a screw propeller, was launched at the Globe shipyard on Saturday at 8 o'clock, and notwithstanding a drizzling rain continued during the afternoon, the event was witnessed by a multitude of interested people. When the ease, and grace, and entire freedom from accident or mishap which attends a well directed side launch is considered, we wonder why the custom of end launches ever prevailed with the ship builders of early days. We cannot see unless both sides could be made more fair, or that it is accounted for on the theory given by an observing and prominent vessel owner, that the master builder could keep the workmen on both sides of the boat under surveillance. That is, in the case of building for side launch the cost of constructing the opposite or water side of the boat would be increased very materially over that of the side which was continually under the watchful eyes of the master builder, the workmen being employed by the day.

It has been said by an expert ship-builder, who has recently visited the shipyards of Great Britain and those on the Atlantic coast that the J. H. Devereux, the model workmanship and material, of which he examined a few weeks ago, is the finest built he has ever seen. The J. H. Devereux, like the William Chisholm, will measure 1246 net and 1681 gross tons, which will give her a carrying capacity of 80,000 bushels of wheat or 2400 tons.

The J. H. Devereux, is owned by Philip Minch, J. H. Webb, William Chisholm, I. W. Nichols and the Globe Shipbuilding Co., and her cost about \$150,000. She will go into the grain, coal and ore trade, and is chartered, with the William Chisholm for five trips, ore, Escanaba to Cleveland for the Cleveland Rolling Mill Co.

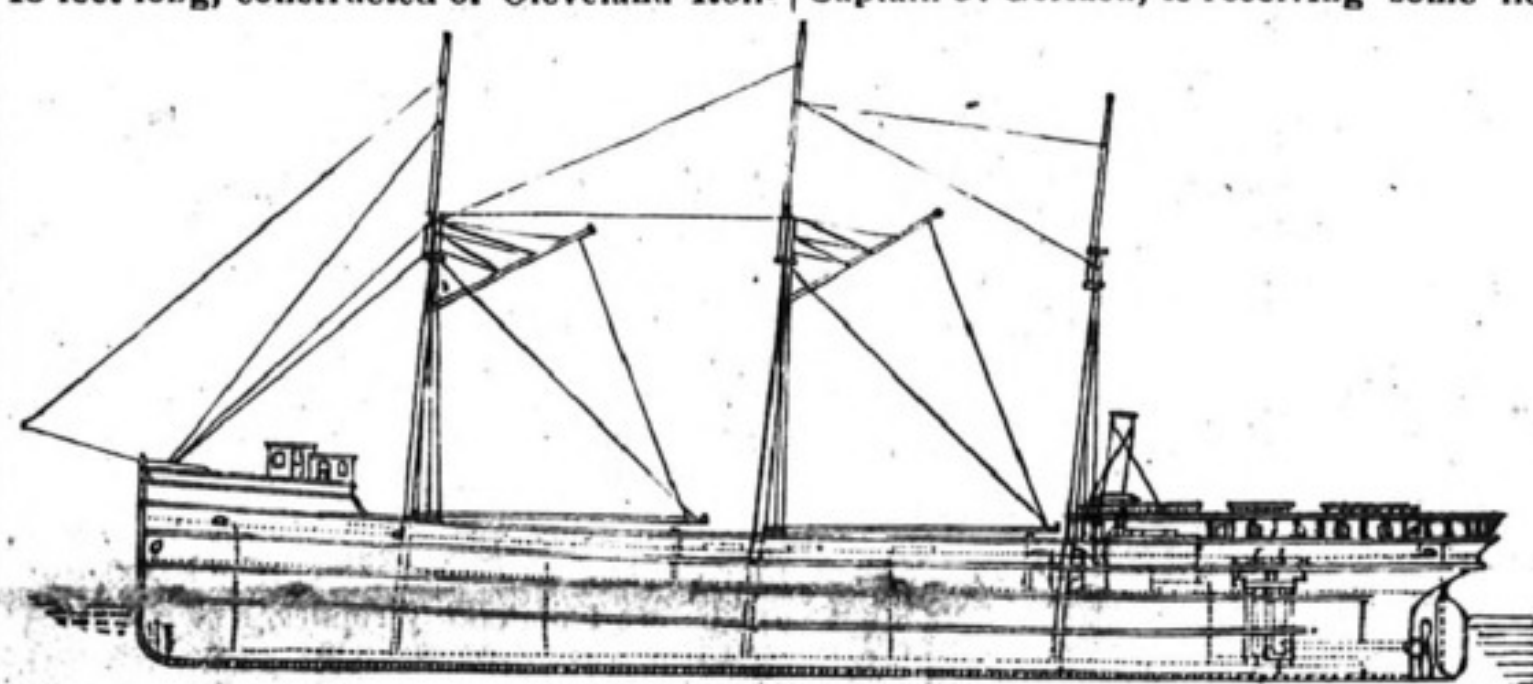
In the following lines we give the dimensions of the J. H. Devereux: Length over all, 261 feet; keel, 248 feet; beam, 37 feet; depth of hold, 22 feet. She has two decks and seven hatches, and will carry three masts. Her main keelson is three feet four, and her floor frames one foot six inches deep. She has three floor keelsons on each side running fore and aft. Her frames are of steel, like those of the William Chisholm, and which are of the same weight as if made of iron, thereby adding greatly to the strength of the vessel. The main deck is $3\frac{1}{2}$ and the spar deck 3 inches. The iron plating on her bottom and sides is $\frac{3}{8}$, $\frac{3}{4}$, $\frac{3}{8}$, and $\frac{1}{2}$ inch in thickness. She has a water bottom, capable of holding 600 tons of water ballast, which is divided into three watertight compartments on either side, and which can be filled when necessary, to trim the vessel in heavy weather, and can be emptied by the pumps in two and a half hours from any or all of the compartments; a collision bulkhead twenty feet aft from the stem and carried up to the upper deck, all of which should be considered by underwriters in making insurance rates on her as favorable to immunity from many of the dangers on which they calculate in taking risks on lake vessels. The main deck from the bulkhead forward is of iron, and assists in converting the forepeak of the vessel into a water tank, capable of holding one hundred tons of water. The freight holds are divided by iron water tight bulkheads, giving her five water tight bulkheads, one at the collision bulkhead, two in the freight holds, one at the fore side of the engine, and one aft at the stuffing box. Her hatches and hatchcombing and after house are all of iron, similar in respect to those of the William Chisholm, which was launched at this yard July 31, 1884.

The J. H. Devereux is furnished with a tandem compound condensing engine, with cylinders 27 and 50 inches in diameter, and

three-foot stroke of piston. The links are of an improved pattern, being so constructed and attached that the lateral motion peculiar to the idle end of the links of vertical engines is entirely obviated, which, to a large extent, lessens the wear on the link blocks. The valves are of the slide valve variety, having graduating cuts on the back.

The designer of the engine, Mr. J. F. Pankhurst, has made a wide departure in the handling gear of the engine from those he has previously designed. The levers operating the steam reverse, the throttle, the cut-off valves, and the injection are brought together in such a manner that the engineer can stand in one position and work the engine.

The main boiler is 10 feet in diameter and 13 feet long, constructed of Cleveland Roll-



STEAMSHIP J. H. DEVEREUX—SIDE ELEVATION.

ing Mill Company's steel, 21-32 of an inch thick, having a tensile strength of 65,000 pounds, and will be allowed a working pressure of 100 pounds to the square inch. There is also an auxiliary boiler of suitable size to furnish steam for working the pumps, hoisting engine, or steam steering engine, in case the main boiler should be blown off.

A double link motion engine with cylinders 8 inches in diameter and 8-inch stroke of piston, is situated on the spardeck abaft the mainmast to serve as a steam hoist.

The steering engine is of unique design and might well be styled the premier of steam steering apparatus. The cylinders are 7 inches in diameter, and 8-inch stroke of piston. The valvular action is such that only the eccentrics are operated by the man at the wheel. There are no belts, no tightening purchase, no calamities of any kind, as are customary on steam steering gears.

The J. H. Devereux has the latest and most approved machinery for handling cargo and making sail. The ship chandler's outfit will be furnished by Messrs. Grover & Son, and will include the goods of the well known firm of Felthousen & Russell, of Buffalo. The chains will be from the works of David Rounds, of 2387 Broadway, Cleveland; furniture from the house of Hell Bros. & Hill.

Captain T. Wilford, late master of the Osborne, has been appointed to the command of the new steamship.

Chief engineer, Quincy Miller.

Assistant engineer, Frank E. Miller.

First mate, Charles Cleveland.

Second mate, S. A. Gilmour.

PROSPECTS AT DULUTH.

Special Correspondence Marine Record.

DULUTH, MINN., April 14.

The prospects are fair for a good season's business out of our port. There is a good deal of enquiry for capacity for Kingston and Montreal, and I look for considerable import trade that way. There will be room for the smaller size of American steam barges and tows in this trade.

Our new board of trade room has been started and we will get into it next spring. It is going to be a fine handsome block. We are coming rapidly to the front as a grain market, and the transactions during the last week will average over a million a day. To-day the trading was two million bushels.

J. T. R.

AROUND THE LAKES.

CLEVELAND.

Captain E. M. Peck, of Detroit, spent Tuesday in the city.

The schooner Venus, Captain Carter, has arrived with a cargo of stone from the Islands.

Vessel owners are less eager to make contracts than are the shippers, a good sign, we take it.

Captain N. H. Cowan, last season in the schooner Ed Kelley, goes in one of Captain Bradley's schooners this year.

Captain C. Glass has gone to Oswego to look after the fit out and repair of the schooner Senator Blood.

The schooner J. E. Gilmore, owned by Captain J. Gerlach, is receiving some new

The steam barge H. C. Schnoor, at Globe Dry-dock, was recalced and the schooner James Couch was recalced and got some new plank in her bottom. The Couch, purchased last year by James Corrigan, is an exceedingly well modeled schooner, and when the frames were bored they were found as sound as the day they were put up, thirteen years ago by Muir, of Port Huron.

The iron tug Record, built by the Globe Shipbuilding Company, and named for this paper, an honor which we highly appreciate, has been placed in commission with the official number of 110,667, Captain William Bates, of Gaylord, Mich., has been appointed master, Charles Allbee as first engineer, and Frank Cody as assistant. The Record is 78 feet over all and 11 feet depth of hold, and measures 59.72 gross, and 30.23 net tons. She will tow a fleet of four lumber barges, the Fostoria, 237 tons; Matilda, 309 tons; B. M. Barker, 186 tons, and Wm. Vanatta, 159 tons, between Bay City, Sandusky, Lorain, and Cleveland. Captain Bates may well feel elated over this outlook for a fine season's business, and we believe the tug will make a good Record.

BAY CITY.

Special to the Marine Record.

The Shore Line steamers Metropolis and Dove are being painted up in elegant style for the season's business. Their warehouse and dock has been changed from below the Third street bridge to Sherman's dock.

It was reported this morning that the ship carpenters and calkers in Wheeler & Co.'s yard, had struck for an advance of 25 cents per day, but at this writing nothing could be learned as to the facts. This company have about 160 men employed and are crowded with work. Besides the new steam barge Christy, just completed, they have on the stocks for Mitchell & Boutell, a steam barge of 180 feet keel, 33 feet beam, and $13\frac{1}{2}$ feet hold, which will receive the old propeller Antelope's machinery, and a new steel boiler; also 10 frames have been raised for a large steam barge for Bay City parties, while numerous barges are getting repairs done which make business lively, and the men are rather inclined to think they could have their own way in regard to wages.

At Bay City the saw mills of Birdsell & Baker and Seth McLean & Sons, resumed operation yesterday morning, paying last year's wages. J. B. Hitchcock's mill makes a reduction of 25 cents per day.

The new steam barge built during the winter at F. W. Wheeler & Co.'s ship yard, at West Bay City, for the propeller B. W. Jenness' machinery, is completed, and the work of getting ready to launch has begun. The fine craft is to be known as the Thomas S. Christy, and is owned by the Bay City and Cleveland Transportation Company. She is 150 feet keel, 30 feet beam, $11\frac{1}{2}$ feet hold, 172 feet over all. Is iron diagonal strapped and edge bolted, and is as good as wood and iron can make her. She is expected to carry 500,000 feet of lumber. Mr. Wheeler expected to get her into water on Saturday. Captain Cartwright will command the new boat.

The steam yacht Beattie M., is fitting out and will make her trial trip on Saturday.

The tug Witch of the West took two brick lighters to Palne's brick yard, 10 miles above Saginaw, Sunday. The Witch and Cheeney are the only large sized tugs that ever attempted to get up there, and can only do so now that the river is so high, they drawing 9 feet, and at the ordinary stage of water there is from 3 feet 6 inches to 7 feet.

The propeller White and Friant is receiving a new stack at the Industrial works. The tug Hubbard is in Wheeler's boxes for a general calking, while the lighter Superior is receiving a new bow.

SHAW.

MARITIME LAW.

REMISSION OF FINES FOR VIOLATING THE PASSENGER LAW.

United States Supreme Court, Washington, April 13.

Norman H. Pollock, appellant, against the Bridgeport Steamboat Company claimant.—Appeal from the Circuit Court of the United States for the Southern District of New York.—This was a proceeding by libel against the steamboat Laura and her owners to recover certain fines and penalties imposed by the Statutes of the United States, upon masters and owners of vessels carrying a larger number of passengers than they are allowed to carry by their certificates of inspection. The appellant, who brought the suit in the District Court, would have been entitled to a share in the amount recovered from the steamboat company by way of penalty for its alleged violation of the law, but while the case was pending, the steamboat company set up in bar of further proceedings, a warrant of the Secretary of the Treasury, remitting all fines and penalties which might be found due the United States and others from such company on account of its alleged offense. The appellant raised the objection, that the Secretary of the Treasury had no constitutional right to make this remission, and that the exercise of such discretion was an encroachment upon the pardoning power committed by the Constitution to the President alone. Upon the question thus raised the case comes here by appeal.

This court sustains the contention of the steamboat company, and affirms the constitutionality of the statute which gives the Secretary of the Treasury discretionary power in such cases. "From the adoption of the Constitution to the present moment," the court says, "Congress has asserted its right by statute to invest the Secretary of the Treasury and other officers of the executive branch of the Government with power to remit fines, penalties and forfeitures imposed for the violation of laws of the United States, and in none of the cases in this court or in the Circuit and District Courts of the United States involving the operation or effect of such warrant of remission has it been suggested or intimated that such legislation is an encroachment upon the President's power of pardon." The decree of the court below is therefore affirmed. Opinion of Justice Harlan.

STATE TAXES.—FERRY-BOATS BETWEEN TWO STATES.

United States Supreme Court, Washington, April 13.

The Gloucester Ferry Company, plaintiff in error, against the Commonwealth of Pennsylvania.—In error to the Supreme Court of that state.—This was a suit begun originally in the Court of Common Pleas of Philadelphia, for the purpose of recovering from the Ferry Company, a New Jersey corporation, the amount of certain taxes levied upon its capital stock by virtue of an act of the Legislature of Pennsylvania entitled "An act to provide revenue by taxation," passed June 7, 1879. The Court of Common Pleas held that the taxes could not be lawfully levied, because the ferry company carried on no business in Pennsylvania except the landing and receiving of passengers and freight, which is a part of the commerce of the country, and is protected by the Constitution from the imposition of burdens by State legislation. It therefore gave judgment in favor of the company. The case was carried on a writ of error to the Supreme Court of the State, where the judgment was reversed, and it is now brought here for final review.

This court, in a long and elaborate opinion by Mr. Justice Field, holds that receiving and landing passengers and freight is incident to their transportation. Without both there could be no such thing as their transportation across the River Delaware. The transportation as to passengers is not completed until they are disembarked at the pier of the city to which they are carried, and as to freight, until it is landed upon such pier. All restraint by exactions in the form of taxes upon such transportation, or upon acts necessary to its completion, are so many invasions of the exclusive power of Congress to regulate that portion of commerce between the States. How conflicting legislation of two States on the subject of ferries on waters dividing them is to be met and treated, is not a question before this Court for consideration. Pennsylvania has never attempted to exercise her power of establishing and regulating ferries across the Delaware River.

Any one, so far as her laws are concerned, is free to establish such ferries as he may choose. She merely exercises the

right to designate the places of landing, as she does the places of landing for all vessels engaged in commerce. The question, therefore, respecting the tax in the present case is not complicated by any action of that State concerning ferries. However great her power, no legislation on her part can impose a tax on that portion of inter-state commerce which is involved in the transportation of persons and freight, whatever be the instrumentality by which it is carried on. It follows that upon the case stated the tax imposed upon the ferry company was illegal and void. The judgment of the Supreme Court of Pennsylvania is reversed and the cause remanded for further proceedings in conformity with this opinion.

COLLISION CASE.

United States Circuit Court, Philadelphia.

Judge McKennon, on April 7, in the United States Circuit Court sustained the decision of the District Court in the suit of the schooner S. B. Hume against the American steamship Pennsylvania. The lower court had given the schooner but half damages, and Judge McKennon thinks that this was a proper adjudication.

The opinion of the Judge which follows, sets forth the facts and law clearly:

"On the night of July 28, 1878, the schooner S. B. Hume was on a voyage from New Brunswick to Gloucester, England, and was sailing on a course ESE. and in an easterly direction.

"The night was dark and the atmosphere thick and foggy. The wind was SW. strong and the speed of the schooner about seven knots an hour. She had all the required lights properly set and burning; a starboard watch was on deck under the command of the second officer; a competent lookout was on duty and a fog-horn was blown at proper intervals. Such was the condition of the atmosphere that vessels could not see each other at a greater distance than one-fourth of a mile.

"When the schooner observed the mast-head light of the steamer, the vessels were in close proximity, and the helm of the schooner was put hard a-port. This caused her to luff up and change her course toward the south.

"The course of the steamer was W. by N. and its general direction was westwardly. She was under 'full speed bells'—making between nine and ten knots an hour—when the red light of the schooner was first seen, about one point on the starboard bow and about four lengths of the ship distant. She then reversed at full speed, with her helm hard a-port. But these movements were ineffective to avoid the collision, the stem of the steamer striking the schooner twice on the port side, thereby causing her to fill with water, and rendering the vessel and cargo a total loss.

"The collision occurred about mid-night in mid ocean. The schooner was not provided with a torch-light, and therefore did not display any, at any time while the vessels were approaching each other.

"The facts thus found, are, in my judgment, decisive of the merits of the case, and it is not, therefore deemed necessary to burden the record with others, which might be deduced from the voluminous evidence, and which if not of unimportant pertinency, are at least indecisive in their effect.

"The steamer was in fault in pursuing her voyage at a rate of speed clearly excessive under the circumstances. The night was dark and the atmosphere was thick with fog, so that approaching vessels could not see each other until they were in dangerous proximity. Such was the case here, as neither vessel saw the other until they were so close as to render a collision almost unavoidable, although both of them seem to have employed the customary means of giving warning of their approach. With existing conditions, to move under 'full speed bells,' at the rate of nine or ten knots an hour was manifestly incautious, if not positively perilous; hence a reduction of speed to a moderate rate was a primary and imperative duty on the part of the steamer. If this had been observed, the collision could not have occurred. The master of the steamer himself admits this in his testimony, for he says, that with a speed of five or six miles an hour he could have avoided the collision. But, certainly, with a reduced rate of speed, the vessels would have been so far distant from each other that a collision could not have occurred when and as it did. And this fundamental fault of the steamer is not averted or mitigated by anything in the evidence.

"Is any contributory fault imputable to the schooner? The law imperatively required her to have on board a torch-light, and to light and display it to an approach-

ing vessel. She had no such torch, or, if she had, none was exhibited, and in this she was confessedly derelict. She was, therefore, presumptively guilty of contributory negligence. Nor is this presumption repelled by the suggestion that the red light of the schooner was seen by the steamer before, or as soon as, a torch-light could have been seen by the latter. If the torch-light had been displayed when the mast-head light of the steamer was first sighted, her officers would have seen the glare of its flash before the red light came into view, and in time probably to determine the direction of the schooner, and thus have aided the steamer in avoiding the collision, either by reversing the engine or by altering her course.

"Both vessels having been thus culpable, there can be a decree for only half damages in favor of the schooner. In the District Court the costs were apportioned, and this is earnestly opposed here. With the conclusion reached by the learned Judge of the District Court, I am entirely satisfied, and, therefore, approve and adopt the opinion delivered by him on that question. The disallowance of one-half the damages sustained by the schooner is due to her culpable negligence, and is, therefore, to that extent, practically an adjudication against her. That she should be subject to the usual consequences of an adverse judgment in whatever form it may be rendered, seems to me consonant to both reason and justice. So it seems to have been regarded in this district for many years, and by the Supreme Court in *The America*, 2 Otto, 432.

"A decree will, therefore, be entered in favor of the libellant for \$7,634.13, with interest from January 24, 1883, the costs to be taxed, apportioned and paid as decreed by the District Court."

TRUE AND FALSE PRINCIPLES.—NO 1.

To the Editor of the Marine Record.

LOCKPORT, N. Y., April 16.

I have been absent from here, and was at Boston two weeks; but the weather was so cold, that I did not get out much. I called on Lawley & Sons. They are building a yacht to sail against the one coming from England, to win back the "Queen's Cup," if possible. She was not yet in frame. Mr. Lawley desired me to wait, until she is set up, before I make any report, as he wished to call my attention to some peculiarities of her lines.

I am now doing much writing on my new theory of safety ship, and placing it in the hands of the Navy Department. It is about time we began to build naval vessels on true principles. There is no fact now better known than that we had no competent navy in 1861. We had had a long period of peace and had no need for war ships. In that time great improvements had been made in mercantile marine vessels. Fast iron steamers were first taking the place of wooden sailing ships, and when our war broke out we had no navy such as we should have had to meet the new improved iron steamers. I had seen this coming, and for several years before the war had devoted my energies, in efforts to give our country something in the shape of a competent warship; and long before the war I had perfected a plan for a ship of war, having in her components, vital advantages such as no vessel ever built before had or could have. I built a steamer in 1854 to test the vital principles; she proved them all "O. K." No vessel ever built of her size and degree of power had such great speed as had this steamer. No vessel ever built, even up to this time, was so perfect a sea boat. She was absolutely wave proof. The plan of a war ship, on the principles of this steamer, I placed in the hands of Gideon Wells, Secretary of the Navy, early in the year of 1861. If that vessel had then been built no ship then in the world could have captured her, and no ship then in the world would have escaped from her. The question no doubt will be asked, Why was not so valuable a ship built? I will answer this question by asking, When was an American inventor ever recognized by our government? Your paper seems, in its spirit, to be inclined to do justice to American inventors. Permit me to say a few words in relation to myself, so that you may judge if I come within the class of American inventors. I am a native of Boston, Mass. My father was a navy constructor, and I early learned from him all there was to learn of the now system of naval construction. My father and Captain Hart, father of Constructor Hart, now one of the naval constructors of the United States, built one of the first steamboats, if not the first, that ever went down the Mississippi river. I am now nearly seventy-five years old, and can remember well when the party of ship carpenters left Boston for the wild west, to build that boat. I can also remember when they returned, and, boy like, listened to the wild stories they told of marching through the wilderness and meeting Indians.

This boat was "snagged" on her second passage down the river and sunk. Naval

constructors of that day, were a different class of men than the constructors of to-day. They had all of them served an apprenticeship of seven years to their trade. They were also a fraternity, and often met and consulted on naval principles. It was by my listening to these discussions, which first awakened in me a distrust of the truth of the system of naval form of a vessel, and the manner of the construction.

These old fathers, in their ideas, were far in advance of the constructors of to-day. In these times one of the most vital questions, mooted by them, has now been lost sight of, and that is "free board buoyancy." They got all that was possible to get of it, in the form of the vessel. Ships, as now built, have but little. Witness the experience of the Germanic, reported last week. She had a narrow escape from foundering, all from the lack of "free board buoyancy." The plan that I forwarded to Mr. Wells in 1861, had an abundance of "free board buoyancy," and a tidal wave, such as the Germanic met, would have had no effect on her, or strained or distressed her in the least. The Monitor, which was built to take the place, had no "free board buoyancy," and went down as soon as she was in waves (large ones.) The description of her passage from New York to Hampton Roads, published in the March Century Magazine, is a thrilling one, and well worth reading, as it throws much light on the sufferings experienced on a vessel which has no reserve buoyancy in times of rough water. This point in the Monitor, was in its minimum, but enthusiasm blinded all in power to that fact, and it has led to building for the navy many ships of the same class, which are now worthless as seagoing vessels. It is now so evident that a deficiency in buoyancy was the cause of the failure that the government is building a class of vessels having in them a large degree of buoyancy. The Dolphin for one; but she had but little "free board." It is true that her buoyancy would prevent her being sunk as instantly as the Monitor did. But at such rough times as the Germanic met, her buoyancy would not aid her in the least; on the contrary, it becomes one of the agents of her destruction, and causes her to roll, pitch, and tumble, in all manner of ways, and in the end destroys her. Wrongly located, buoyancy is the cause of all straining on a vessel while she floats. On the contrary, "free board buoyancy" prevents strain and concussion on the hull, and if she has enough of it, it is not possible for the wave to harm a vessel, and under no circumstances can a vessel be forced into such positions as the Germanic was by the tidal wave. The Monitor's reserve of buoyancy, over her whole weight, was not over one eighteenth of it. The Dolphin has no doubt, in board, buoyancy equal to her whole weight, i. e. seven times in proportion greater than that of the Monitor. But in rough tidal wave times, such as the Germanic encountered, the great buoyancy, located, as it is in the Dolphin, would not prevent disaster.

JOSEPH W. NORCROSS.

M. E. B. A.

Another association has been organized along the chain of lakes, this time No. 48, located at Sandusky, O., and instituted by President E. D. Lock, of No. 37, Toledo, and assisted by President James L. Chase, of No. 2, this city. The officers of the new association are as follows:

President—J. B. Hart.
Vice-President—Chas. C. Lance.
Treasurer—D. C. Bennett.
Recording Secretary—J. C. Bennett.
Financial Secretary—Chas. A. Sharp.
Corresponding Secretary—Charles C. Lance.

Chaplain—Carl Hart.
Doorkeeper—John Gaa.
Conductor—B. Hansen.

The past-president, or trustees were not elected. The address of the corresponding secretary is 212 Washington street, Sandusky, O. The members of No. 48 are loud in their praise of the work done by Messrs. Lock and Chase. The Sandusky Sunday Register, in reporting the affair, speaks glowingly of the good work done by the associations throughout the United States, in eliminating drunkenness from the ranks of the engineer, and, in fact, for the general advancement made by the engineering fraternity, through the co-operation of each other in the ranks of the association.

HUMAN BAROMETER.

To the Editor of the Marine Record.

Dr. William F. Thoms, the President of the Nautical School, who publishes "Thoms' Practical Navigator," has invented a human barometer. Like the mercurial and aneroid, which foretells the condition of the weather and warns the navigator of the coming storm, the human barometer warns the observer of the dangerous elements of society, and enables you to ascertain the peculiar element of danger possessed by each individual and to mould them to safety, the same as the navigator moulds the dangerous elements in the safety of his vessel. In science it is known as Dr. Thoms' new system of psychology, which answers the question propounded by the poet Milton: "How in safety best we may compose our present evils." Schools of psychology have been established in the Nautical School, 92 Madison street, New York, where all who desire to become familiar with the science, can find Dr. Thoms.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER XIII.

In 1816, immediately after the war, there were in all about thirty vessels employed on the lakes above the Falls. Several of these were armed by the United States during the war, and were afterward resold and employed in lake commerce. There was a rapid increase from this time on to 1818. Among them may be noted the schooners: General Jackson, of 90 tons burden. Captain C. Blake. Captain Blake served under Commodore Perry during and throughout the war.

The schooner Pilot, of 27 tons, Captain Thomas Rumage.

Schooner Salem Packet, 28 tons, Captain Sam Ward.

Schooner Michigan, 132 tons, Captain Walter Norton. This vessel was purchased in 1829 by parties at Niagara Falls and sent over the cataract in September of that year.

Schooner Ranger, 16 tons, Captain B. A. Naper.

Schooner General Wayne, 85 tons, Captain James Rough.

Schooner Experiment, 29 tons, Captain Simeon Fox.

Schooner Franklin, 73 tons, Captain John F. Wight. Owned at Presque Isle, Erie, Pa.

Schooner George Washington, 99 tons, Captain Daniel Dobbins, also of Presque Isle.

Schooner Tiger, 40 tons, Captain Wm. Keith, of Detroit.

Schooner American Eagle, 48 tons, of Cleveland, Captain Wm. Gaylord.

Schooner Aurora, 69 tons, Captain Charles Fitch, of Vincennes (Sandusky.)

Schooner Black Snake, 21 tons, Captain Jacob Wilkeson, of Cuyahoga (Cleveland.)

Schooner Boxer, 16 tons, Captain David Wilkeson, of Detroit.

Schooner Dove, 13 tons, of Detroit, Captain H. G. Cooley.

Schooner Commodore Decatur, 49 tons, Captain S. Barney, of Detroit.

Schooner Diligence, 32 tons, Captain Sweeney, of Presque Isle.

United States revenue cutter, "Split Log," Captain Gilbert Knapp.

Schooner Diana, 8 tons, Captain J. Ferris, of Cuyahoga.

Schooner Erie, 77 tons, Captain B. Gillett, of Buffalo.

Schooner Eagle, 28 tons, Captain Joseph Hammond, of Detroit.

Schooner Elizabeth, 27 tons, Captain Morris Tyler, of Sandusky.

Schooner Fire Fly, 24 tons, Captain W. D. Horton, of Detroit.

Schooner Friendship, 59 tons, Captain Cliff Belden, of Cuyahoga.

Schooner Washington, 99 tons, Captain James Burnham, of Presque Isle.

Schooner Governor Cass, 30 tons, Captain J. H. Castle, of Detroit.

Schooner General Scott, 20 tons, Captain George Tucker, of Sandusky.

Schooner Hannah, 48 tons, Captain Oliver Coit, of Buffalo.

Schooner Hercules, 50 tons, Captain Edward Church, of Detroit.

Schooner Hornet, 10 tons, Captain J. R. Kelly, of Cuyahoga.

Schooner Jack O'Delight, 16 tons, Captain J. R. Barnes, of Detroit.

Schooner Lucy Jane, 20 tons, Captain S. Martin, of Sandusky.

Schooner Independence, 21 tons, Captain J. Brooks, of Sandusky.

Schooner Leopard, 21 tons, Captain J. W. Baldwin, of Sandusky.

Schooner James Monroe, 28 tons, Captain M. Connor, of Detroit.

Schooner Maria, 21 tons, Captain George Leet, of Detroit.

Schooner Harriet, 30 tons, Captain James Sloan, of Buffalo.

Schooner Superior, 70 tons, Captain J. Richards, of Presque Isle.

Schooner Rachel, 30 tons, Captain M. Eaton, of Grand River, O.

Schooner Commodore Perry, 80 tons, Captain S. Johnson, of Presque Isle.

Schooner Huron, 47 tons, Captain John Barnard, of Sandusky.

Schooner Uretta, 20 tons, Captain D. Orr, of Cuyahoga.

Schooner Racer, 30 tons, Captain Hamilton, of Detroit.

Schooner Widow's Son, 40 tons, Captain J. F. Ripley, of Detroit.

Schooner Olive Branch, 14 tons, Captain Jas. Robson, of Detroit.

Schooner Zephyr, 30 tons, Captain Moses Wilcox, of Detroit.

Schooner Liberty, 26 tons, Captain A. S. Reid, of Danbury, O.

Schooner Buffalo Packet, 30 tons, Captain G. Cady, of Buffalo.

Schooner Sir Isaac Brock, 70 tons, Captain Arch Thompson, of Fort Erie.

Schooner Mink, 20 tons, Captain J. Duncan, of Cuyahoga, O.

Schooner Union, 80 tons, Captain J. Maxwell, of Fort Erie.

Schooner Margaret, 30 tons, Captain H. G. Haskin, of Sandusky.

Sloop Wasp, 18 tons, Captain Geo. Shaw, of Sandusky.

Schooner Wolf, 28 tons, Captain Homer Ramsdell, of Sandusky.

Schooner Fair Play, 28 tons, Captain Wm. C. Johnson, of Danbury, O.

Schooner Nautilus, 23 tons, Captain G. Chapman, of Sandusky.

Schooner Traveler, 22 tons, Captain Chas. Brown, of Cuyahoga.

Sloop Livonia, 17 tons, Captain J. Thorp, of Cuyahoga.

Schooner Wm. Jones, 13 tons, Captain John Austin, of Sandusky.

Schooner Sally, 40 tons, Captain Amos Pratt, of Miami.

Schooner Perogee, 20 tons, Captain Pierrie Langlois, of Miami.

Schooner General Brown, 30 tons, Captain Crippin, of Sandusky.

Schooner Corvett, 20 tons, Captain John Costello, of Sandusky.

Schooner Hannah, 23 tons, Captain E. Boyington, of Buffalo.

Schooner William, 32 tons, Captain B. Armstrong, of Detroit.

Schooner Neptune, 61 tons, Captain E. Johnson, of Cuyahoga.

November 14, (1818,) the schooner Experiment changed masters, Captain Thomas Warren was substituted in room of Captain Simeon Fox. Captain Cornelius Ferris was placed in charge of sloop Livonia, in place of Captain Thorp, and Captain John Davis took charge of the schooner Michigan in place of Captain Walter Norton. John Fleaharty engaged in the United States revenue service. The steamboat Walk-in-the-Water, the first steamer on the lakes above the Falls, made her first trip to Detroit, arriving there August 27, after a passage of five days, calling en route at Dunkirk, Presque Isle, Cuyahoga, and Sandusky, having on board twenty-nine passengers; license and enrollment dated August 22, 1818. She arrived at Detroit on her second voyage, September 7th, with the Earl of Selkirk and suite on board, en route to the northwest, and thirty-one passengers Adam D. Stewart was at this time commissioned by the President as collector of customs at the port of Mehillimackinac.

Captain Cornelius Ferris, of the sloop Lovinia, entered a protest at Detroit, against mutinous conduct of passengers at Put-in-Bay.

Captain Jacob Wilkeson, of the schooner Black Snake, entered a protest at Detroit, having lost his small boat on Lake Erie.

Seamens' wages at this time were \$15 per month; mates' wages from \$25 to \$30 per month, and captains' wages from \$40 to \$50 per month.

A question here arose whether passengers on board a coasting vessel had a right to land their baggage without a permit.

Captain John Davis, recently appointed master of the schooner Michigan, went on board the steamer Walk-in-the-Water as mate and sailing master, along with Captain Job Fish, an eastern man. Captain William Miller took charge of the schooner Michigan.

Prices current at this date were: Flour, \$3.50 per bbl.; pork, \$26 per bbl.; whisky, \$39.50 per bbl.; beef, 10c. per lb.; corn, \$1.00 per bushel; potatoes, 75c. per bushel; turnips, 50c. per bushel; cheese, 16c. per lb.; lumber, \$15 per M.; butter, 25c. per lb.; port wine, 50c. per gallon.

December 12, 1818, Mr. Woodbridge, collector of customs at Detroit, left for Washington.

AN OBJECTION.

To the Editor of the Marine Record.

I notice in your issue of April 9th, a communication, signed H. C. P., wherein your correspondent makes some comments upon an article on "Propellers," recently quoted by you from The Mechanical Engineer.

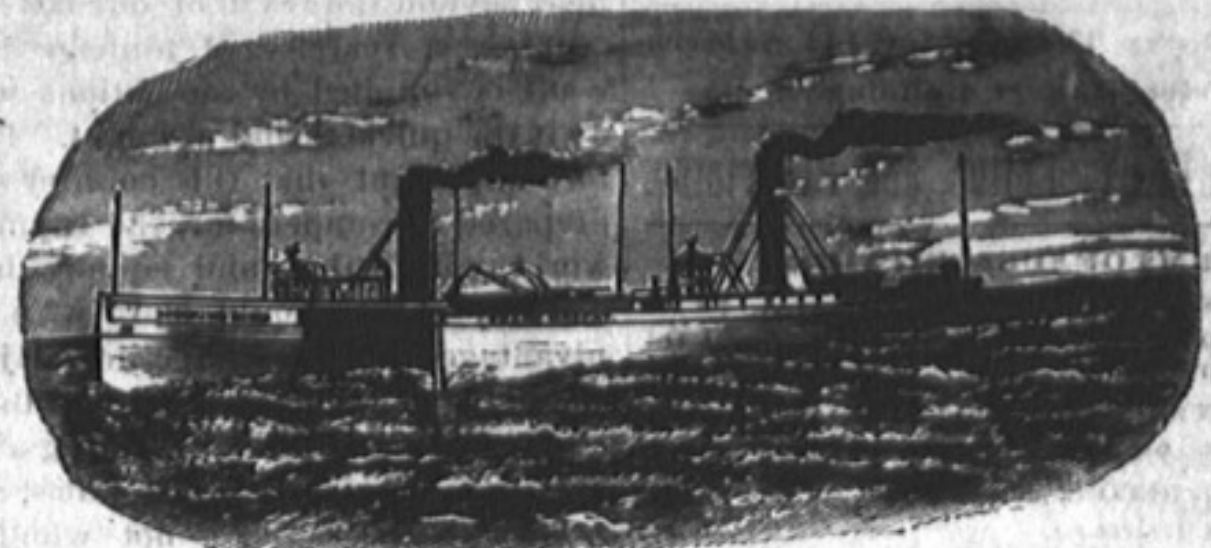
Your correspondent is quite at liberty to criticize any article he sees fit; no objection is made to that, but I demur to his use of The Mechanical Engineer as an anvil to forge his own ideas upon. As printed in your paper the said ideas are, in many points, directly opposed to the views of the best modern English and American marine engine builders, and he might have given them without any reference to this paper, as none of the points he raises were made by us. Respectfully,

EDITOR MECHANICAL ENGINEER.

[The article on "Propellers," referred to by our correspondent, H. C. P., recently was taken from the Mechanical Engineer, and as it carried no evidence of being selected or that it contained the theory of a correspondent to that paper, it was but fair to presume that credit was due to the Mechanical Engineer, which was duly given.—Ed.]

MOFFAT TUG LINE.

TUGS.

MOCKING BIRD,
JOHN MARTIN,
FRANK MOFFAT.

TUGS.

ADMIRAL PORTER,
KITTE HAIGHT,
RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

JOHN CORNWALL, Supt., A. N. MOFFAT, Prest.,
Port Huron, Mich. Ft. of Shelby-st., Detroit, Mich

VESSEL OWNERS AND AGENTS.

HENRY BROCK,

Vessel Agent.

ROOM 11, 130 WATER STREET,
CLEVELAND, OHIO.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]

H. J. Webb & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

ARCADE BUILDING, 101 ST. CLAIR ST.,
CLEVELAND, Ohio.

TELEPHONE { Office, No. 338.
Residence, No. 1328.

THOS. WILSON

MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and
Bank Street, Cleveland, Ohio.

MOORE and BARTOW,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 15.
CLEVELAND, OHIO.

D. M. BECKER,

Commercial Broker and Vessel Agent,

Vessels chartered, purchased and sold; contracts made for coasts and heavy freights.
Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14.
Coal & Iron Exp. Build'g. Cleveland, O.
Telephone No. 953.

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for unloading cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,

Fire and Marine Insurance

Agents and Vessel Brokers.

Telephone, No. 18.

Office, 130 South Water-St., Cleveland, O.

PROCTORS IN ADMIRALTY.

ROBERT RAE,

Admiralty and Insurance

Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,
CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Nineteenth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*1 10 A M	*1 25 A M
No 8, N. Y. B & A Express.....	*6 35 A M	*7 00 A M
No 24, Elyria Accommodation.....	*8 05 A M	*8 35 A M
No 35, Buffalo Ac'm via Sandusky.....	*10 35 A M	*10 50 A M
No 35, Toledo Accom via Norwalk.....	*10 35 A M	*10 50 A M
No 12, N. Y. & B Fast Express.....	*1 55 P M	*2 25 P M
No 14, Special N. Y. & Bos Express.....	*5 00 P M	*5 30 P M
No 2, Night Ex. via Norwalk.....	*9 40 P M	*10 00 P M
No 22, Night Ex. via Sandusky.....	*9 42 P M	*10 00 P M
No 26, Conneaut Accommodation.....	*11 25 P M	*11 40 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	*11 55 A M	*12 05 A M
No 25, Mich Express via Sandusky.....	*2 15 A M	*2 35 A M
No 3, Chicago Express via ".....	*6 05 A M	*6 30 A M
No 25, Mich Accom Norwalk.....	*12 50 P M	*1 10 A M
No 21, Toledo Ex. via Norwalk.....	*12 50 P M	*1 20 P M
No 5, St. Louis Ex. via Sandusky.....	*12 50 P M	*1 20 P M
No 9, Chi. P. Ex. via Norwalk.....	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only.....	*6 10 P M	*6 40 P M
No 27, Conneaut Accommodation.....	*8 10 A M	*8 30 P M

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel. Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N. Y., L. E. & W. R. depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.	L.V.	AR	GOING WEST.
A. M.			P. M.
7 50	Chicago.....	7 50	
9 50	Valparaiso.....	5 42	
P. M.			A. M.
1 50	Fort Wayne.....	2 10	
2 05	New Haven.....	1 35	
3 48	Leipzig.....	11 36	
4 46	Arcaha.....	10 35	
A. M.			P. M.
6 50	5 00	Postoria.....	10 22
7 35	5 45	Green Springs.....	9 44
8 15	6 20	Bellevue.....	9 20
10 45	9 02	AR.....	6 45
11 55		Palmer.....	3 34
P. M.			A. M.
12 44		Ashabula.....	2 43
1 14		Conneaut.....	2 13
2 33		Erie.....	12 50
4 09		Dunkirk.....	11 10
5 45		AR.....	9 40

ROCKY RIVER ACCOMMODATION.
Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.
Depart—6:24 a. m., 9:10 a. m., 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination. For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,
LEWIS WILLIAMS,
General Manager, Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind. Ex.....	9:00 A M
No. 23, Gallon & Wheeling Express.....	6:50 A M
No. 9, Col., Cin., Ind. & St. Louis Ex.....	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express.....	*12 25 P M
No. 27, Gallon & C. L. & W. Acc.....	3:30 P M
No. 29, Massillon & Ulrichville Ex.....	4:30 P M
Arrive.	
No. 8, Col. Cin., Ind. & St. Louis Ex.....	*6:40 A M
No. 20, Urbicville & Massillon Ex.....	8:55 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex.....	*4:45 P M
No. 22, Gallon Accom.....	9:20 A M
No. 26, Wheeling Accom.....	4:15 P M
No. 4, Col., Cin. & N. Y. Express.....	1:15 A M

Trains marked * daily, all other trains daily except Sunday.

E. B. THOMAS, O. B. SKINNER,
General Manager. Traffic Manager.
A. J. SMITH, General Passenger Agt.,
CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, (Leader Building.)

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....\$2.00
Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, OHIO.—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rehmer, Michigan street, Swing Bridge.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

MANISTEE, MICH.—J. E. Somerville.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, APRIL 23.

WOOD AND IRON.

The average life of a wooden ship has been estimated by different authorities to be from twelve to fourteen years; and although certain classes of iron vessels are less liable to depreciation, it is in all cases continually going on. The profits of those who embark their capital in shipping must be, therefore, correspondingly large in order to cover the premiums of insurance on marine risks, which vary from 5 to 10 and oftentimes as high as 13 per cent. per annum, and the cost of repairs, reckoned to be as much more. About 15 per cent. on the investment must be realized before any profit can actually be made in the case of the ordinary wooden vessel. The iron ship lasting longer, an advantage is possessed by her owner, and if he is only receiving the same dividends, he is making a certain percentage more in what he saves by the depreciation being less. But notwithstanding these drawbacks ship property is known to be one of the most remunerative in seasons of commercial activity, when freights rule high.

In view of the wear and tear, the perils of the sea, and the natural decay, together with the exigencies and mutations of trade, which are continually demanding an improved or differently constructed vessel, we may say that there is scarcely a serviceable ship afloat of the fleets that were doing the world's carrying trade thirty years ago. Ship owning is unlike either of the other great sources of national wealth, agriculture and manufactures, where the capital stock invested may be expected to appreciate in value from year to year. Assuming that the merchant fleets of the world have to be replaced every twenty-five years, then within the next two and a half decades the ships that are now carrying the products of the earth from port to port will have gradually disappeared and been replaced by other ships of still more improved construction and adaptation to the changed requirements of a new navigation. The volume of traffic of the world is shown to be steadily increasing. This goes on with the increase of population, irrespective of the rates of freight and may be expected to go on in the future; but estimating it to continue the same as during the last two decades then an amount of tonnage equal to that now afloat will be required to be built during the twenty-five years to come to keep up the supply. The world's seagoing tonnage is now set down at twenty-three millions and the cost of replacing it to be \$1,250,000,000. In the face of such facts and figures it will be well to consider what share of this enormous sum, with its attendant business, shall be defrayed by the United States? Its importance, in a financial point of view, without any reference to patriotic motives, should be a sufficient incentive to devise some means, some legislation, that will put our ship builders on a footing with those of other countries. The shipping act, passed during the last session of congress, has effected great relief to ship owners by the removal of certain burdens that they had to bear. As has been said, it puts our ship on a footing with foreign ships after she is afloat. A counterpart of that wise enactment would seem to be a measure equalizing the cost of construction of iron ships, a business that is comparatively new in this country. The tariff which operates to raise the price of angle iron makes the cost of the American ship higher, and at the same time increases the cost of labor, while it gives no support and can offer no protection to those engaged in the foreign freighting trade,

since their business is one of competition with the ship owners of all nations in a field beyond the reach of our laws.

When a scarcity of tonnage is felt the want is supplied by the nations which can do it the quickest and cheapest. It is therefore important that this country should be prepared to compete for the supply of the world with ships, and equally important that our ships should start with the same advantages that our competitors enjoy. The commerce of the great lakes and their navigable bays and rivers, presenting a continuous shore of nearly 1,500 miles, although essentially coastwise, is not wholly so, for the intercourse with Canadian ports, which employ a great number of vessels, is very important and continually increasing. In this lake commerce, at the end of the year 1884, there were employed 3,380 vessels documented at the different United States customs districts, with a total tonnage of 738,070 tons, of this number 1,165 vessels of 322,456 tons were steamers.

It is evident from Captain McGregor's account of how he saved the iron steamer Wisconsin, as reported in the Detroit Free Press, that he has much confidence in an iron boat when surrounded by ice; and that he considers the Wisconsin as being one of the good ones. Captain McGregor states that a wooden steamer, under similar circumstances, could not have been saved, as the great strength of the iron hull, with its numerous bulkheads, made the Wisconsin much harder to crush than a wooden hull would have been.

JARVIS PATTEN, commissioner of navigation, has decided that in cases in which the claims of one party to act as managing owner can justly be preferred to those of the other, priority of possession as managing owner may be justly taken into consideration. It is not consistent with the public interests to leave a vessel in such a condition that she cannot be employed by reason of the absence of marine documents if she is entitled to them under the law.

COMMISSIONER JARVIS PATTEN has ruled that a foreign vessel, wrecked in United States waters and purchased and repaired to the extent of three-fourths of her value by an American, can be registered as an American vessel.

MARINE INSURANCE.

To the Editor of the Marine Record:

In your last issue, April 16th, there appeared an article on marine insurance, setting forth the grievances that owners of B1 and small A2 vessels were subjected to in consequence of the exorbitant rates of premiums adopted by the pool for the season of 1885, and advising a course of action on the part of vessel men for their protection. I must say the mode prescribed meets with my hearty approval, as well as with that of many others with whom I have talked, and it must seem patent to every vessel owner, upon careful deliberation, that it is the only feasible plan that will protect them in their rights and save them from being driven from the lakes.

I had a talk with Mr. Bigelow, the President of the St. Paul Insurance Company. It is a well known fact that the St. Paul has withdrawn from the hull business on the lakes, but still retains or continues to write on cargoes. The reasons given by Mr. Bigelow for withdrawing from the hull business was that there was no money in it. Taking the average for the twelve years they wrote on hulls the losses were 93 per cent. of the premiums, leaving them short after deducting commissions. Now, admitting that to be a fact, is it any argument against getting up this protective insurance? I say not, for if any sensible man will stop to consider he will see at a glance that during the twelve years spoken of the rates fluctuated more or less, and it is a well known fact that some years the underwriters wrote at such ruinous rates that, with a fair proportion of losses, the companies must have lost; but I believe, and have every reason to believe (having had some considerable experience in the business) that with the present rate charged they would make a big percentage. Another thing you must stop to think of, this percentage to agents would be done away with to a great extent, and then there would be the cargo insurance and also the brokerage, and that in itself should be sufficient to pay the agent his salary, office rent, etc.

I had some talk with the agent of the Toledo Fire and Marine, which has withdrawn; but it was not on account of not making money, but the stockholders did not want the bother of it any longer. I heard Mr. Dodge say the company had divided 12 per cent. per annum. Now, if such is the fact, and there is no reason to doubt it, why,

under such an economical plan as the one proposed, would it not be a grand thing? I fancy that there are plenty of good, capable men who would be willing and glad of the chance to attend to the business for a salary not exceeding \$2,500, and perhaps less. I sincerely believe that let such an institution be gotten up, on a sound basis, and have it properly organized, according to law, so that it can sue and be sued, to collect or pay losses, so that shippers would feel as safe as though they had the best policy in existence to-day; I firmly believe under such a state of things there would be such rallying around their standard that would enable them to put into existence such a company as never was heard of. I understood Mr. Bigelow, during my conversation Saturday, that they were agitating the question strongly in Chicago of making a pool of vessel owners to insure themselves, and I predict that if some of the live vessel owners have been agitating it, it will surely come about, for the characteristic of the Chicago people is to talk one minute and act the next.

So I say, keep the ball rolling until we can get the vessel men together, in general convention, as speedily as possible, to form some plan of action. Who will call such a convention, asking different vessel men in other places to call local primary meetings to appoint delegates to this general convention, and as railroad fares are cheap I would suggest Cleveland or Chicago as suitable places, or Detroit. What city will ask for the honor of this convention? Let us hear from some of you, through the columns of this paper.

VESSEL OWNER.

HOW EARLY WILD BOATS AFFECT LUMBER RATES.

To the Editor of the Marine Record.

SAGINAW, April 16.

I wish to say a few words on the subject of the upper lake lumber fleet coming to Bay City for a trip in the spring to break down the freights, for that is the effect; for the brokers can't take the loads from those who steadily employ them to give to transient carriers, hence the transient boats, through the medium of cutting rates, get their loads, ignoring the fact that a cut at Bay City will affect all lumber carried to Lake Erie ports, Bay City rates being the standard upon which the rates are based; hence, the folly of coming to Bay City to get a load before they can go to Lake Superior, and cutting rates, thereby reducing the Lake Superior rates at the same time for the whole season. There was a fair trial of this last summer, when a large fleet lay at Bay City, in an attempt to get freights up, and when it reached a point of success the Fred McBrier and tow came in on a wild trip, and in order to get a freight cut the rate, assigning as a reason that he would not come to Bay City again that season. This action of the captain of the McBrier reduced the earnings of his own boat and every other lumber carrier for the balance of the season.

As all other shipping points rise and fall by the Bay City thermometer, I would suggest that the fleet that is to run to ports above Lake Huron do not crowd into Bay City this spring, but try and sustain freights. By so doing they will earn from twenty-five to fifty cents per M more on all lumber carried this season.

A. E. J.

DISSOLUTION NOTICE.

The late firm of D. S. Austin & Co. is dissolved by the death of William Young.

The business will be continued from this date by the subscribers, under the same firm name of D. S. Austin & Co.

All debts due the late firm must be paid to them, and they will pay all indebtedness and carry out all contracts of the late firm.

D. S. AUSTIN,

EMMET AUSTIN.

BUFFALO, April 18, 1885.

[Continued from 1st Page.]

FRANKFORT.

Special to the Marine Record.

The propeller I. M. Weston came into Frankfort harbor on April, 16, at noon, being the first boat of the season.

The George D. Sanford on the 17th resumed her shore route between Frankfort and Manistee.

Frankfort pier-head light was lit up March, 15. Keeper Vorce is always on hand to throw the glare of his light over the waters.

The ice has moved about ten miles off shore.

Tug Jessie Slyfield is engaged in fishing.

The schooner Mischcott is expected from Manitowoc with a load of supplies, as soon as the ice will permit the passage of a sail craft.

We say under guess—the straits will pass the first steamer May 5 or 8.

CHARLES BURMEISTER.

DETROIT.

Special to the Marine Record.

April 21.—There was considerable excitement along the docks Sunday evening on the arrival of the propeller Byron Terlice from Wallaceburg, Ont., with two barges in tow, laden with wood. Just before reaching the dock she gave several terrific shrieks of her whistle, and very soon a large crowd congregated at the landing. She came through the ship canal, and while working her way through Lake St. Clair found the ice difficult to pass through, and in two or three instances cast loose her barges to open a channel, during which she sustained no damage whatever.

Soon after the arrival of the Terlice more sounding of whistles was heard, when the crowd rushed for the foot of First street to welcome the arrival of the propeller City of New Baltimore. She landed at E. W. Blaisell's wharf, where three cheers were given, which was responded to by more whistling. The Baltimore was less fortunate than the boat which preceded her in getting through the ice. She departed from New Baltimore at 9 a. m. Sunday morning, and during the passage was ice bound for ten hours, which in some places was fourteen inches in thickness. Her engine became disabled, but was temporarily repaired, causing a delay of an hour or more. Since her arrival she has gone into dry dock for repairs. These are the first arrivals of the season from the river St. Clair. The first arrival from there last year was March 26, or twenty-one days earlier than the present year.

The steamer City of Detroit returned from her first trip to Cleveland early on Sunday morning. She came through as she went, with but little or no delay from ice. Her first voyage this year was thirteen days later than last. This is the latest opening since 1843, when it was deferred until April 18, and the steamer Fairport, Captain Arthur Edwards, was the first to depart.

The ice for several days has been passing down in large quantities from Lake St. Clair, but much honeycombed, and no detriment to the steamer Riversides, plying between here and Malden.

The steamer Alaska is all ready to resume business between this port and Sandusky, and it was expected would leave Wednesday (to-morrow) but owing to the large quantity of ice on the move, her departure may be deferred somewhat later.

John Wright, wheelsman on the steamer, City of Mackinac, while engaged in scrubbing the sides of the boat, on a staging, in company with a shipmate, his cousin, James Milroy, was accidentally drowned. After finishing one side they commenced to arrange to work on the other. Milroy got on board the boat and Wright started to follow, but fell backward into the river and was drowned. His body was recovered the day following (Thursday) and taken to his late residence, 205 Porter street, where he leaves a widowed mother. His age was thirty-four years. He was well known, and had many friends.

The steamer Saginaw was sold last week to J. K. Tillotson, of this city, for \$5,000. It was a cheap bargain, under any and all circumstances. She will be fitted out for excursions.

Parker & Millen, ship owners of this city, purchased of Henry Howard, of Port Huron, the schooner F. C. Leighton. The price is not stated. She was built at that place in 1875, is 328 tons burden, and has a registered valuation of \$11,000.

A northeast gale set in on Friday last, and continued throughout Saturday. It will have a good effect on the ice, and will hasten navigation in all sections.

The work of erecting a lighthouse on Colchester reef will be commenced in July, at which time a caisson will be sunk, which will be 61 feet above the foundation and the light 100 feet above the water.

The steamer City of Dresden, commenced her trips between Windsor and Leamington this (Monday) morning, plying on alternate days.

Captain John Weston is putting the steamer Ada Allen in good shape for freighting or wrecking purposes, and will have her completed in time for business.

The propeller Oconto is undergoing repairs and improvements, and will ply between Port Crescent and Detroit, the route filled last season by the steamer Saginaw.

Both the upper and lower drydocks are busy making repairs to various crafts.

The tug Onelda, this morning, towed the barge D. P. Dobbins to the Springwell's dock, for overhauling. It is but a short time since this craft was one of the finest brigantines on the lakes, owned by Captain Frank Perew, of Buffalo. Time, which changes all things, has given her an unkempt appearance.

The government steamer, George A.

Marab, Captain Humphrey, paid a visit to-day, to Point Muller, where a new light-house is soon to be established.

The barge Plymouth, recently rebuilt at Algonac, is having a new set of sails from Bloom's sail loft; also the new steamer at Mount Clemens, and the schooner Monticello, from the same establishment.

Two young men tried to cross the river on Sunday, during the flow of ice, and narrowly escaped being carried under. They were carried a long distance down the stream, until nearly opposite Woodward avenue, shouting for help, when the ferry boat Victoria, Captain Clinton, rescued them from their perilous situation.

The rush of ice on Lake St. Clair has done serious damage to docks and landings on the American side, owned by private parties.

The steamer Idlewild has not commenced her trips to Port Huron, and will not until the ice movement has subsided. She is in excellent trim, however, to leave at the proper time.

As has been before remarked there are quite a number of skippers here unprovided for, while the opportunities are of the most uncertain kind.

These warm, sunny days present quite an array of loungers along the docks, basking in the sun. They can be counted by the hundreds.

The propeller Garden City is undergoing extensive repairs at the Springwell drydock.

The schooner Leighton, recently purchased, has on board a cargo of wheat, and will be brought here for necessary outfit and repairs.

The propeller Northerner was chartered yesterday in this city, to ply across Lake Michigan in place of the lost Michigan.

The steambarge Owen, with a cargo of wood, arrived this (Tuesday) morning from Chatham, the first from that port.

Captains P. Kenyon, A. Riddle, F. M. Fritz, and R. Mullen were late sojourners at the Madison hotel in this city.

J. W. H.

BUFFALO.

Special to the Marine Record.

The Continental Insurance Company will use the register compiled by the pool instead of the one perfected by themselves.

The break up of the ice in the river caused much trouble to shipping. The propeller Dean Richmond was forced about 100 feet from her moorings.

The commission in the case of the Lackawanna Railway Company against the Union Steamboat Company have awarded \$350,407.21 for the property of the latter, it being a trifle over 800 feet front on Buffalo Creek. The Lackawanna will use the property for an extension of their docks.

The following appointments of masters are announced by Captain W. P. Henry manager of the Lehigh Valley Transportation Company; Steamships, Tacoma, Captain LaSalle; Oceanica, Captain William Dickson; Clyde, Captain Edward Condon; Fred Mercur, Captain F. D. Root; R. A. Packer, Captain Michael Donahy; H. E. Packer, Captain Redmond Prindville.

Buffalo River is now almost clear of ice, and work has begun in changing vessels around the creek. The dry-docks were opened on Monday.

Howard Baker, shiphandler, who had a three years lease of the Williams Building, part of the Union Steamboat Company's property, recently acquired by the Lackawanna Company, has been awarded \$8,000, to be paid by the Union Company. It is thought that Mr. Baker & Co. has one of the most complete establishments on the lakes.

Captain Thomas Maytham, proprietor of the Maytham Tug Line, has made these appointments: tugs Anna P. Dorr, Captain William Hazen; Alpha, Captain John Whalen; James Ash, Captain Thomas Doyle; John Kelderhouse, Captain Charles Maytham; R. F. Goodman, Captain Thomas Fletcher.

A. Weston, of Tonawanda, has purchased the barge Transfer of the Michigan Barge Line for \$8,000.

It is thought that 75 cents will be the opening rate on coal and that it will be stiff.

William Young, a member of the firm of D. S. Austin & Co., died last week. The business will be conducted by Messrs. D. S. Austin and Emmet Austin and will continue to be known as D. S. Austin & Co.

OSWEGO.

Captain Robert Mulligan, a well-known mariner of this port, died at his residence on West Cayuga street, on the 19th instant. The funeral, which took place on Tuesday, was attended by a large number of vessel men and by the seamen's union in a body. Six lake captains acted as pall bearers. The remains were deposited in St. Paul's cemetery.

MILWAUKEE.

Special to the Marine Record.

April 20.—The weather here during the past week has been very disagreeable.

The Flint and Pere Marquette Company's boats are being crowded to their utmost, and the immense amount of freight which accumulated during the ice blockade is gradually going forward.

Within a week the propeller F. & P. M., No. 2, has crossed the lake eight times. Captain Duddelson says that he now steers the usual course, as there is no ice to interfere.

The steambarge, Marshall F. Butters, reached Ludington from this point at noon Sunday, 12th.

Wednesday, the 15th, the propeller Onelda crossed the lake in the snowstorm and southeasterly gale of yesterday (14th). She left Grand Haven at 5 a. m. and arrived here at 3 p. m.

She crossed the lake for the first time this season on a direct course from Grand Haven to Milwaukee, and encountered no ice, showing that it is fast disappearing.

The Goodrich lire, side wheel steamer Chicago has been put into commission, and has arrived here from Manitowoc. She will be in the west shore route.

The steambarge Ballentine and the schooner Donaldson loaded wheat. The clearances are the schooner Surprise and steambarge G. T. Burroughs, for Bailey's harbor. The Surprise will get away as soon as the weather permits.

Saturday, the 18th, the ice field which for months has remained intact at the head of the lake, off the east shore, moved northwest, before the southeast winds, and is broken up into small fields, but is still very heavy; however, the recent rain, with a few days of mild weather, will soon make it disappear. The clearances are the steamships Daisy Day and Hilton, for Ahnapee and Centerville respectively; and schooner Penobscot for Muskegon.

Sunday, 19th, the first sail vessel left port this morning, a small schooner. I did not learn her name or destination, but she is undoubtedly after a cargo of wood, as that commodity is rather a scarce article here now.

Wolf & Davidson's shipyard is very busy completing repairs to the tug Sill and schooner Prince. They also docked the Andy Johnson and calked her bottom thoroughly. Her top sides will be calked off the floats, as she was let out of the dock, to make room for steambarge Wm. H. Barnum, which was docked this morning for repairs.

The schooners Onward and Lake Forrest and steambarge Minneapolis are also lying at the yard awaiting their turn for repairs. They have the keel laid for a new fishing tug, but are unable to work on it on account of having to work all their men on jobs of repairing.

During a fog on the morning of the 21st the steambarge Nellie Torrent, lumber laden, from Manistee, went ashore at Fox Point, twelve miles north of this port. After 60,000 feet of lumber were jettisoned she was released by the tug Welcome and brought here. She is leaking badly, and probably is considerably damaged.

Lake Michigan is now clear of ice, as far north as the Manitous, on the east shore. The ice has closed in on the west shore at the foot of the lake, and the steambarge Burroughs is icebound at Bailey's harbor.

The Milwaukee Shipyard Company are doing some joiner work on the F. & P. M. No. 1, and some other minor repairing.

An ordinance went into effect at Milwaukee recently which prohibits steamboats from backing through the draw of West Water street bridge. A penalty of from \$10 to \$50 is provided for each and every violation of the ordinance. Steamboat men say it will be impossible to use the docks west of the bridge and comply with the ordinance.

The new rates of marine insurance do not seem to meet with even moderate approbation on the part of vesselmen. On the contrary, there is much grumbling, not only over the advance in the rates, but over the discriminations. Prominent vesselmen say that they shall take out no insurance on their vessels, but carry their own insurance and take the chances.

G. Q.

ASHTABULA.

The propeller W. P. Thew cleared from this port on the 18th with coal for Amherstburg, the first cargo this season. The schooner I. N. Foster cleared for the Islands light.

CHEBOYGAN.

Recent warm weather and rain has had a telling effect on the ice and snow in the Straits. A week or ten days of such weather would make ice very porous.

CHICAGO.

Special to the Marine Record.

Captain Robert Seaton is getting the schooner Lotus ready for the opening of navigation.

Captain John Connors will sail the schooner Niagara this season.

C. J. Magill chartered the schooner Minnie Slauson, Monday, for Sarnia, with corn at 2 1/4 cents.

Captain Sam'l Dodd will sail the schooner H. C. Winslow, recently purchased by Wm. Callam, East Saginaw. Captain Dodd arrived here from Cheboygan, Mich., Friday, and reports that the ice is two feet thick in the Straits.

The old customs barge office, next Rush street bridge, has been taken down, and a new and better building will be erected in its place. Piles have been put under the entire foundation, and the building will be one story higher than the old one.

S. Cobbs' steamships are all ready for starting. The steambarge Emma E. Thompson will be commanded by Captain W. G. Phelps, the George Dunbar by Captain W. S. Turner, and the Annie Laurie by Captain W. Ladner.

The steamship Onoko, with her load of corn was towed by two of the V. O. T. tugs from Armor & Dole's A elevator, down the river to D ship, in the basin, Monday, and the steamship William Chisholm, also loaded with corn, to Myers' dock, below the railroad bridge, Tuesday. They will both depart for Buffalo as soon as the Straits are open.

The steambarge St. Joseph will be commanded by Captain John A. Conley. J. Mc Guirk will be engineer as before. Captain H. C. Callum, who formerly commanded her, will command the new steambarge H. S. Pickands, of Grand Haven.

Dunham & Hoyt, ship chandlers, are supplying the outfit for the steambarge H. S. Pickands.

The Peshtigo Company's barge Mantonce was being towed down the river from Miller Bros' dry dock Tuesday morning, and when going through the south draw of Rush street bridge the bridge was swung too quickly, and before she could get through, the bridge, struck her stern, badly damaging it and also her cabin. She was towed back to Miller Brothers, and some \$2,000 will have to be paid by the city authorities to repair the damage.

This week opened up with fine, warm weather, and navigation has commenced. The scow Helen was the first sail vessel to start, which she did on Monday, the schooner L. B. Coates following her. The steam barges, A. E. Wilds, Michael Groh and New York also took their departure the same day. The schooner Archie, Captain Thomas Page, left for Carlton, Wis., Tuesday, and the schooner George A. Marsh, Captain John Freer, left for Jacksonport, Wis., the same day.

The Goodrich Company's steamboat Chicago arrived from Manitowoc Monday morning and left again at night. Captain B. Sweeney is in command, George Whitby, mate, Wilson Simon, engineer, John Har net, clerk, Garvin Watson, steward. The Goodrich Company's steamboats Sheboygan and Menominee will arrive here this week from Manitowoc and commence running on their respective routes.

A temporary mast derrick has been placed on the tug T. T. Morford for handling pumps and boilers when wrecking.

Dunham's Towing and Wrecking Company pumped out the tug Levi Johnson, sunk at Bridgeport. Her engine and boiler will be taken out and placed in a new tug, building at Saugatuck by J. Marbel for Richard Schultze, of this city.

Two of Dunham's Towing and Wrecking Company's pumps were used at La Crosse, Wis., last week, raising a sunken steamer belonging to the St. Louis and St. Paul Packet Company.

The tug Morford will pump the sand out of the Hyde Park Water Works Crib with her centrifugal pump.

The steambarge Hattie B. Perene arrived from Ahnapee, Monday, and the M. F. Butters from Manistee on Tuesday.

The passenger and freight propeller A. B. Taylor, Captain R. T. Rogers, was the first arrival at this port this season from east shore ports. She arrived at 3 p. m. Sunday, the 19th. She left Saugatuck Saturday and went along to South Haven, where she remained during the night and left that port for Chicago Sunday morning at 5:30 a. m. The captain reports that he encountered considerable ice on the east shore, which took him about three hours to get through. The Taylor has been considerably improved and a sitting room and several new state rooms have been added on her promenade deck. She will run from O'Connor's dock, north end of Rush street bridge, to South Haven, Douglass, Saugatuck and Holland. WILLIAMS.

EAST SAGINAW.

Special to the Marine Record.

Captain H. Robertson, master of the propeller Porter Chamberlain, arrived in the city Monday, and is fitting out for the lumber trade.

Local United States Inspectors, Cole and Leighton, were in the city on Saturday, and inspected the propellers Chamberlain and Wm. Rudolph. The Stickney fleet of tugs will be inspected on Thursday.

The tug Daisy Lee, while towing a lighter up the river on Friday, struck a log with her wheel, breaking her rudder and loosing it. She was towed to Mitts & Merrill's slings where a new rudder was shipped.

The dismantled steambarge B. W. Jenness is receiving new decks, deck beams, rails, and stanchions, and will be one of the new steambarge Christy's consorts.

The river stopped raising on Wednesday last, and has been going down rapidly since. The large amount of muddy bottoms that vessel men were compelled to take last year will not bother them this season, as there are only one or two docks on the river that were low enough to be submerged this spring. This will also be a big saving to the mill men, as the rule was 50 cents, off per thousand on muddy lumber, and many buyers would not take it at any price.

The River Line steamer L. G. Mason, will commence making regular trips to Bay City in connection with the steamer Wellington R. Burt, on Monday next.

A one-third interest in the tug Standard, owned by James D. Molles and wife of this city, was sold at marshal's sale on Tuesday, April 22, at 2 p. m., at Hobson's dock, to satisfy mortgage.

Captain Charles Little of the fish tug Clara Orr, arrived in the city yesterday and reports having reached Quince and Kawkawlin, without having much trouble with the ice. That which he encountered was about 12 inches thick and very mushy.

Brokers are beginning to look up loads for the first trip. The M. Line boats will commence loading for Buffalo about Monday next.

Captain J. N. Stewart, master of the barge Mary Birkhead, and Captain Harry May, of the Star of the North, arrived in the city at noon to-day from the south and will commence fitting out at once.

SHAW.

TOLEDO.

Special to the Marine Record.

Dredges, Buckeye State, L. Birkhead, and General Mead, all went to Maumee Bay to commence work yesterday.

The schooner St Peter was towed to the Wabash elevator, No. 4, to-day, to load wheat for Buffalo; 2 1/4.

The schooner J. R. Patten arrived to-day from Lorain to load wheat for Cleveland. This is the first sail arrival here this season.

The schooner Rival is bending canvass and expects to leave here the latter part of this week. She is loaded with wheat for Cleveland.

The schooner F. J. King is at Wilcox's dock bending her canvass.

The schooner Home loads coal for Port Huron to-morrow at the Ohio Central dock; freight 35 cents, free.

The schooner Seaman is expected here from Sandusky to load coal for Detroit.

Captain Richard Millien arrived in the city to-day to fit out the propeller W. T. Graves.

General Obermeyer, of Cleveland, was in the city to-day, and took a trip to the Maumee Bay, to look after the interest of the straight channel.

Captain George Sage and A. Gilbert, have bought the tug, J. H. Stevens for \$1,300. She is intended to do harbor work.

The following appointments have been made for the Wabash lake line of steamers: Propellers, J. C. Gault, Captain G. W. Stodard; Russell Sage, Captain H. Root; A. L. Hopkins, Captain Frank Wetmore.

Captain Charles Hubbard, of the schooner Golden Age, left for Chicago this morning to fit her out.

Captain James Cunningham left here yesterday morning for Marine City, to take command of the barge Isabel Reed. J.

LUDINGTON.

Special to the Marine Record.

On April, 18, the steamer Jay Gould found the City of Ludington with some of her machinery disabled, and towed her to Ludington, where the necessary repairs were made.

The small steamer building for D. Dewar is nearing completion, and will soon be launched. It is expected she will be put on the route between Pentwater and Ludington.

There is no ice to be seen between Milwaukee and this place, except occasionally the remnants of an ice-berg.

The clerk of steamer No. 2, took an assistant the 16th in the way of a wife. J. D.

ALPENA.

Special to the Marine Record.

Captain H. Vosburgh is here, and commenced fitting out the Remora last week. He is fitting up a new office, aft, for the clerk, and is giving the boat a general overhauling and painting; will be ready to run as soon as the bay is open.

Captain Houré, of the tug J. W. Westcott, has commenced to fit out. She will be at Black River again this season, in the rafting business.

The tug Fisherman is about ready, and will start fishing as soon as she can get out of the bay.

The steamer Golden Eagle is having her upper cabin extended twelve feet farther, aft. Captain Pearson intends to have her in first class shape, in every respect, when she comes out.

This shore seems to be all clear of ice from Sheboygan to Tawas, with the exception of Thunder Bay, which seems to be very solid yet, but is liable to disappear at any time. The weather has been very mild the past few days, with slight snow squalls.

Captain St. Clair, light keeper at Thunder Bay Island, was in town Saturday. He says it is all open water as far as you can see, from the island, but that there is lots of ice in the lake yet.

The schooner Grace Murry and the tug Ralph are leaking some, caused by the ice pulling the oakum out.

The Charles Hinkley has had her decks calked, and will commence painting. A.

CLAYTON.

Special to the Marine Record.

Captain A. Kendall has been building a scow near Calder's mill. The work is under the supervision of Captain T. Collins.

The steamboat men did nothing last week, and the outlook is not very bright just yet.

Captain Truman Rusho left last week for Chicago, to fit out the schooner, Belle Mitchell.

Mr. John Neville left Saturday for Buffalo. He goes in the Boston of the Western line.

Mr. S. G. Johnson is putting bulwarks on the yacht Mabel instead of netting.

Engineer Ed Marshall will run the steamer Magic this season; Engineer Charles Graves pulls the throttle on the steamer Junata, and Engineer Frank Parkes will take his old place on the steamer J. F. Maynard, on the Clayton and Alexander Bay route, connecting with Utica & Black River R. R.

CAPE VINCENT.

Special to the Marine Record.

Captain W. W. Sheley is building a scow for coal carrying; capacity, 100 tons.

The following positions will be occupied by sailors from this place: Captain Harvey Howard, steamer W. A. Haskell; Captain P. L. Millen, steambarge Iron Chief; Captain Wm. Millen, barge Iron Chief; Captain Coleman Hinkley, ferryboat Maud; schooner L. S. Hammond, Captain Richard Saunders; schooner Polly M. Rogers, Captain O. D. Wilcox, with Wayne Brewster as first mate. Joseph Saunders will go mate in steambarge Iron Duke; Abner Millen, Jr., will go second mate in steamer Haskell; John Millen will go second mate in steambarge Iron Chief.

The ice in the St. Lawrence is still quite solid, the water on top preventing the sun from affecting it. Navigation is not looked for before May 1st.

Captain H. Howard left for Ogdensburg on Monday, to take charge of the steamer Haskell. H.

CANADIAN LINES.

Navigation was opened in the spring of 1875 on the 19th of May, the steamers Quebec and Asia arriving at Port Arthur on that date. From present indications no vessels will touch our wharfs before the 10th of May, but it is quite probable that the first arrival will not be made before the 15th of that month.

THOMAS MARKS AND CO.

This firm has made all arrangements for the opening of navigation. The City of Montreal, which is wintering at Owen Sound, has been thoroughly overhauled, and considerably improved, no less than \$7,500 having been expended upon this vessel since the close of navigation. A new modern steel boiler has been put in, together with sister keelsons and new arches and ceiling. The boat has also been cut down and made into a steam barge. She will be employed in the grain and Georgian Bay lumber trade, and will tow the schooner Midland Rover. Captain Finley McPherson has been engaged for the season, and John Nesbitt appointed chief engineer.

The steamer E. M. Foster is wintering at Marks' dock, and is now being overhauled and fitted up with new machinery. She will continue in the North Shore trade, running principally between Port Arthur and Heron Bay. The officers are Captain J. H. Goss, of Windsor, and Engineer W. H. Morrison, with A. B. Morrison assistant engineer.

The schooner Midland Rover is wintering

at Goderich, where she is undergoing considerable improvements. This vessel will bring up a cargo of salt for dealers in the Northwest immediately on the opening of navigation, and will continue in the freight trade between here and the lower ports. Captain John McPherson will have charge. The tug Mary Ann is lying here. The machinery is being carefully inspected and renovated, and the boilers repaired. This boat has been chartered with the lighters Messenger and Black Prince to carry all the stone required in the construction of the breakwater. Captain Bernard W. Morgan has received the appointment of handling her.

The steam ferry Kakabeka, built by Melancthon Simpson, of Toronto, with machinery manufactured by John Doty Engine Co., of the same city, is now ready to launch, and will leave Toronto as soon as the ice will permit. This fine steamer will ply between here and Fort William and will also be engaged on excursion parties during the season. It will be the first vessel registered at Port Arthur. In order to facilitate the ferry accommodation an addition has been built to Marks' wharf, 80x12 feet, and about two feet lower than the regular dock.

GRAHAM, HORNE AND CO.'S LINE.

The steamer Prussia has wintered here, and is now being supplied with the regular outfit at a cost of \$2,000. She will run from Port Arthur to Midland City, in the usual passenger and freight business, and will be commanded by Captain George Malcolmson, with Samuel Brisben as engineer.

The steamer Ocean is wintering at Sault Ste. Marie. The officers have not been appointed as yet, but will shortly be chosen. She has received a \$2,000 outfit, and will run in the same trade as the Prussia, taking passengers and grain down and passengers and lumber up.

The schooner Silgo is lying here and will receive the ordinary outfit. Captain Green, of Kincardine, will have charge, and will run her in the grain and lumber trade, being towed by the Prussia.

The tug Salty Jack, which has wintered here, under Captain John Clifford, with Engineer Oscar Hummerfelt, will be engaged in harbor work in Thunder Bay, and no doubt, will have her usual employment of occasionally dredging out the Kaministiquia river.

The steambarge, City of Mount Clemens, is wintering at Red Rock. She will be employed in the north shore trade. The officers have not yet been selected.

THE SARNIA LINE.

This popular line, for which Mr. W. F. Davidson is agent, is composed of the United Empire, Quebec, Ontario and Sovereign, all of which have wintered at Sarnia. They have been greatly improved in machinery and other respects and will be in the same trade as in former years, carrying passengers and freight between Sarnia and Port Arthur. The following are the appointments of the Northwest Transportation Company's fleet for the season, as far as yet decided: United Empire, Captain Edward Robertson; engineer, R. Kenny; first mate, Phil Broderick; second mate, James F. Baby; steward, P. Cooney. Quebec, Captain J. B. Symes; engineer, Wm. Scott; first mate, Wm. Anderson; second mate, N. McLeod; steward, Alex. Kidd. Ontario, Captain H. Zealand; engineer, James H. Brown; first mate, W. Harbottle; second mate, Wm. Moore; steward, H. Flack. Sovereign, Captain J. Clifford; engineer, W. Davidson.

THE C. P. R. LINE.

The C. P. R. steamers Alberta, Athabasca and Algoma have wintered at Owen Sound. Being newly constructed boats, of the very best material and in the most superb style, these vessels do not need any alterations and no repairing more than the ordinary fitting out. The general freight agent is now arranging for the rates, time table, etc., for the ensuing season. No changes in officials have been published.

THE COLLINGWOOD LINE.

The agent for this line, Mr. J. W. Rowbotham, has not yet received any information of changes in the ordinary programme. The annual meeting of the officials will be held in a few days and such arrangements be made public. This line includes the steamers Campana, Francis Smith and Owen Sound which have all wintered at Collingwood, and will begin the season in first-class shape, having been thoroughly overhauled and fitted up in the most satisfactory manner.

OTHER LINES.

Mr. Rowbotham is also agent for the Isle Royale and R. G. Stewart, which have wintered at Duluth. The boats have been put in first-class condition and will take the same trade as formerly—passengers and freight between here and Duluth, calling at all intermediate ports.

The Western Express line of Montreal, for which Mr. Rowbotham is agent, send several boats on regular trips each season to this port, but of them, as in the above instances, no information has yet been received respecting any change of officers.

The steamers Butcher's Boy and Butcher's Maid, owned by Smith & Mitchell, of this place, which have wintered here, did an extensive carrying trade along the north shore last year, but no arrangements have yet been made for the present season.—Sentinel.

The boat landing at Carleton Place is on a level with the river at present.

Steam Yacht For Sale.

A clinker-built steam yacht one year old, 22 feet keel, 7 1/2 feet beam, 3 1/2 feet depth, has an improved pattern engine 4x2 1/2, driving a Farrer & Tref's wheel; 21 inches boiler has 35 1/2 lbs. pressure, and 8 ft 6 in. 16 inches high, duplex injector, and all complete. She is used last year on Saginaw Bay and river, and can be used as a sail yacht. Will carry twenty-five persons. Can be bought cheap by writing to H. L. Shaw, East Saginaw, Mich.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, April 18, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 11, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage.		Home Port.
				Gross.	Net.	
106,344		Sc.	Agnes E. Downs.	85 19	80 94	Portsmouth, N. H.
106,345		Sc.	A. M. Burnham,	63 24	60 08	Gloucester, Mass.
106,347		Sl.	Annie Ishom.	5 52	5 24	orfolk, Va.
3,311	K C W P	Sc.	Belle J. Nea.	100.66	95 63	Boston, Mass.
120,611		Sl.	Francis R. Lake,	12 48	11.86	Port Norris, N. J.
100,376		Sl.	Ida.	10 02	9 52	San Francisco, Cal.
100,377		Sl.	Id er,	7 38	7 02	Belport, N. Y.
76,563	K C W N	Bark.	Julia Foard.	469 44	445 97	San Francisco, Cal.
140,765	K C W M	Sc.	Lula E. Wilbur.	105 25	99.09	Dennis Mass
140,766		Sc.	Lizzie H. Haskell.	95	90.25	Gloucester, Mass.
140,767		Sc.	Lizzie J. Robbins,	16 56	15 73	Mauricetown, N. J.
130,331		Sc.	Nellie M. Davis.	93 92	89.22	Gloucester, Mass.
130,332		Sc.	Nautilus,	49.58	47 10	Boston, Mass.
106,346		St. s.	A. Carey.	63 96	36 51	Evansville, Ind.
126,283		St. p.	City of Natchez,	1678 23	1629.98	St. Louis, Mo.
157,141		St y	Iream	30.70	15.71	New York, N. Y.
120,610		St. s.	Franklin Edson,	112 27	63.26	New York, N. Y.
85,877		St. p.	George L. Bass,	53 82	53.82	Dubuque, Iowa.
85,878		St. p.	Glenmont,	92 16	92.16	Sti lwater, Minn.
95,842		St.	Hattie Bell,		57 55	Mobile, Ala.
155,112		St p	Ok'ahoma,	32 89	27.70	Galena, Ill.
155,113		St. p.	Oconto,	61 92	30 96	Milwaukee, Wis.

JARVIS PATTEN, Commissioner.

PENFIELD BLOCK Co.

Lockport, New York, Sole Manufacturers of the

Celebrated Anchor Brand Tackle Blocks,

ALL STEEL ROLLER BUSHED

OR WITH SELF-LUBRICATING

PHOSPHOR BRONZE BUSHINGS.

The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect self-lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS every where.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS.

The accompanying cuts represent the sleeve part and a Phosphor-Bronze, Self-Lubricating Bushing complete; the former as applied to iron sheaves and the latter as applied to Lignumvitae sheaves.

Illustrated Catalogue and price list mailed free on application. Sample orders solicited.

COMMISSIONER OF NAVIGATION.

JARVIS PATTEN,
Treasury Department, No. 92,
Washington, D. C.

UNITED STATES ENGINEER CORPS.

BRIG. GENERAL O. M. POE,
No. 37 Congress-st, West, Detroit, Mich.
LIEUT. COL. H. M. ROBERTS,
Oswego, N. Y.

LIEUT. COL. W. E. MERRILL,
No. 82 West Third-st, Cincinnati, Ohio.
LIEUT. COL. WALTER MCFARLAND,
P.O. box 93, Station A, New York, N.Y.

LIEUT. COL. JOHN W. BARLOW,
P. O. drawer No. 7, Milwaukee, Wis.
MAJOR G. L. GILLESPIE,
P.O. box 102, Station A, New York, N.Y.

MAJOR W. H. BENYAURO,
P. O. drawer 182, Chicago, Ill.
MAJOR L. COOPER OVERMAN,
153 Erie-st, Cleveland, Ohio.

MAJOR CHAS. J. ALLEN,
P. O. box H, St. Paul, Minn.
CAPT. CHAS. E. L. DAVIS,
No. 311 Woodward ave., Detroit, Mich.

CAPT. J. B. QUINN,
P. O. lock box 2124, St. Paul, Minn.
CAPT. EDWARD MAGUIRE,
P. O. drawer 185, Buffalo, N. Y.

CAPT. W. L. MARSHALL,
P. O. drawer 42, Milwaukee, Wis.
CAPT. JAMES C. POST,
82 West Third street, Cincinnati, Ohio.

MADISON HOUSE, DETROIT.

The Captains' Favorite Hotel—Rates \$1.50
Per Day.

Convenient to all Places of Business and
Amusement.

GIVE IT A TRIAL.

E. W. DONOVAN, Proprietor.

Quarter Interest in the large Tug Samson.

One of the most powerful tugs on the lakes. She was built at St. Catharines by Shickluna, rebuilt in 1881 and measures 181 (new) tonnage. She is straight A2, with insurance valuation of \$16,000, and can be insured for \$19,000. Will sell quarter for \$3,400; part cash, balance on easy terms. Address MARINE RECORD.

NOTICE.

Send your bills against the
Tug DAVE AND MOSE to
George L. Colwell, Harrisville,
Mich. If they are not paid by
him send them to A. H. Mills,
Detroit, Mich.

Boat washing and general laundry
in a few hours. CLEVELAND
STEAM LAUNDRY, 109 Water
Street. Telephone 118.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price \$4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

A. J. TOWER'S

CELEBRATED

OILED CLOTHING.

AGENCY,

E. W. HULL,

Rubber Store.

RUBBER HOSE, PACKING, ETC,
A SPECIALTY.

237 Superior & 128 Seneca-sts,
CLEVELAND, O.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

A. M. BARNUM,
Vessel Agent and Broker.

15 Exchange St. Buffalo, N. Y.

IF YOU DO NOT RECEIVE
MY MONTHLY LIST OF VESSELS
FOR SALE, SEND FOR IT

SUBSCRIBE

FOR THE

Marine Record.

FOR SALE.

Half interest in a towing and passenger tug; has license for fifty passengers; boat is 60 feet long, engine 14x12, boiler 5 feet, shell 10 feet long; allowed 100 lbs steam; will burn 4 foot wood or coal; everything new one year ago; a captain or engineer preferred. For further particulars address J. E. R., box 86, Manistee, Mich.

HELP for working people. Send 10 cents postage and we will mail you, free, a royal, valuable sample box of goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. You can live at home and work in spare time only, or all the time. All of both sexes, of all ages, grandly successful. Fifty cents to \$5 easily earned every evening. That all who want work may test the business, we make this unparalleled offer: To all who are not well satisfied we will send \$1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Immense pay absolutely sure for all who start at once. Don't delay, Address STENSON & Co., Portland, Maine

WIN more money than at anything else by taking an agency for the best selling book out. Beginners succeed grandly. No fee. Terms free. HALLS BOOK CO., Portland, Maine